767.68119

CROSS-REFERENCE FILE

NOTE

SUBJECT Rauf Orhay confirmed his being sent to Ankara by the President to discuss Anglo-Turkish relations; Turkey as "guardian of the Straits"; and the chrome agreement with Germany.

For the original paper from which reference is taken

See Tel. #1071, 10 p.m.
(Despatch, telegram, instruction, letter, etc.)

Dated June 14, 1944 From ~~X~~ Turkey (Ankara)

File No. 740.00112 European War 1939/11013

U. S. GOVERNMENT PRINTING OFFICE 1—1540

767.68119/1061

Confidential File

PS/FK

DEPARTMENT OF STATE

INCOMING TELEGRAM

DIVISION OF COMMUNICATIONS AND RECORDS

KD-367
This telegram must be closely paraphrased before being communicated to anyone. (SECRET)

Ankara 38

Dated June 26, 1944

Rec'd 6 p.m., 27th

DIVISION OF EUROPEAN AFFAIRS
JUL 6 1944
DEPARTMENT OF STATE

DEPARTMENT OF STATE
JUL 8 - 1944
DIVISION OF FAR EASTERN AFFAIRS

noted by Army & Navy 6-30-44

DEPARTMENT OF STATE
JUN 30 1944

Secretary of State

Washington

1171, June 26, 8 p.m.

SECRET

I have learned from a Turk official that on June 23 two German merchantmen represented to be carrying commercial products arrived at Istanbul and requested passage through the Straits into the Aegean. On being informed that both vessels would be subjected to a careful search by the Turk authorities, the captains refused to consent thereto and were thereupon notified to leave the port of Istanbul within 24 hours for the Black Sea which they did. On their departure they were followed by two Turk destroyers.

My informant further stated that the number of German vessels now in the Black Sea belonging to the classes forbidden passage through the Straits is between 70 and 80 (see my No. 1082, June 15.)

767.68119/1056

STEINHARDT

REP

NOTE: This telegram originally badly garbled.

FILED
JUL 10 1944

767.68119/6-2644

CONFIDENTIAL FILE

2 War
1 Navy
1 Dc/E
2 SPA
gww

2-War
1-Navy DAA
1-Dc/E

THE FOREIGN SERVICE OF THE UNITED STATES OF AMERICA

DIVISION OF EUROPEAN AFFAIRS
JUL 18 1944
DEPARTMENT OF STATE

AIRMAIL

JUL 12 1944

Unrestricted

1944 JUL 4 PM 1 16

AMERICAN EMBASSY
LONDON, June 26, 1944.

No. 16,507

SUBJECT: Parliamentary Debates on the Passage of German Naval Vessels through the Turkish Straits.

DEPARTMENT OF STATE
JUL 15 1944
DIVISION OF NEAR EASTERN AFFAIRS

DEPT. OF FOREIGN AUTHORITY CORRESPONDENCE
JUL 6 1944
DEPARTMENT OF STATE

The Honorable
The Secretary of State,
Washington, D.C.

767.68119/1053

Sir:

I have the honor to refer to the Embassy's telegram No. 4741 of June 14, 6 p.m. and previous communications concerning the passage of German naval vessels through the Turkish Straits, and to enclose copies of the full text of Mr. Eden's statement in the House of Commons on June 14, 1944, on this subject, together with copies of the remarks made in the House of Lords on this matter on the same date, as reported by Hansard.

1/
2/

EUR
Recording Desk
File C B W.

On June 21 Mr. Eden was asked by Lt.-Col. Sir Thomas Moore (Conservative) in the House of Commons whether he was now in a position to make a further statement regarding the passage of German naval ships through the Dardanelles by permission or with the acquiescence of the Turkish Government.

"Mr. Eden: Yes, Sir. The Turkish Government have given orders that passage of all K.T. and Ems type vessels through the Straits shall be refused in future. Furthermore, all German merchant vessels which arrive in the Straits will henceforth be carefully examined to establish whether they are in fact merchant vessels. Assurances to this effect have been given both to His Majesty's Ambassador at Angora and publicly in an official Turkish communiqué. I should like to take this opportunity to express the satisfaction felt by His Majesty's Government with this action by the Turkish Government.

DEPARTMENT OF STATE
JUL 10 1944
DIVISION OF COMMUNICATIONS & RECORDS

Sir T. Moore: While congratulating my hon. Friend on his further success, may I ask him whether we may assume that our Ally and others now recognise that an alliance with Britain is a privilege, but involves fulfilling obligations as well as receiving benefits?

Mr. Eden: That is a wide definition which I should rather like to look at. On the face of it, it sounds rather good to me."

Respectfully yours,

For the Ambassador:

Howard Bucknell, Jr.
Minister-Counselor

DIVISION OF ADMINISTRATIVE MANAGEMENT
REPRODUCTION SECTION
JUL 12 1944

DIVISION OF TERRITORIAL STUDIES
JUL 8 1944
DEPARTMENT OF STATE

Department of State

Enclosures:
1/ and 2/ in triplicate.

RDC:LMW

SOURCE: PARLIAMENTARY DEBATES, House of Commons, 14 June 1944. London. Cols. 1986-1988.

NUMBER:

DARDANELLES (GERMAN SHIPS)

Mr. Ivor Thomas (*by Private Notice*) asked the Secretary of State for Foreign Affairs whether he has any statement to make on the passage of German naval vessels through the Turkish Straits.

Mr. Eden: Of recent months the German authorities have started to move shipping from the Black Sea, where, after their defeats, they no longer require it, through the Straits into the Ægean Sea, where, in consequence of the efforts of the Royal Navy and the Royal Air Force, the German shipping position has greatly deteriorated. A few of these German ships are merchantmen. Other vessels, however, fall into a different category. These are of two types. The first are what are known as K.T. vessels, ships of some 800 tons, with a normal armament of two 3.7 inch guns and machine guns. The second type are known as E.M.S. craft, of some 40 or 50 tons, with a normal armament of one 3 pounder, machine guns and depth charges. The former are used mainly for the transport of troops, war stores and so forth, and the latter for all sorts of war-like purposes, including submarine chasing. To obtain passage for them through the Straits, the Germans dismantle their armament which will be installed again when the ships reach their destination in the Ægean, and pass them through as commercial vessels.

Both classes of vessel must, however, be regarded as either men-of-war or auxiliary vessels of war, the passage of which by a belligerent through the Straits in time of war is prohibited under Article 19 of the Montreux Convention.

The duty of the Turkish Government to stop these vessels is the more evident when I remind hon. Members that they have already once detected the Germans in a similar abuse of the Convention. German landing craft disguised as commercial barges were passed for some time through the Straits by the German navy. Then the Germans made the blunder of giving publicity to the military use of the barges and that particular fraud was brought to an end by the Turkish Government.

Four K.T. vessels and eight E.M.S. craft in all were during the first days of June passed through the Straits into the Ægean.

In spite of representations by His Majesty's Ambassador at Angora, not merely against their passage but against the inadequate and hurried inspection to which they were subjected by the Turkish authorities, the Turkish Government have persisted in their claim that they can find no evidence on examination that they are other than commercial vessels.

In view of this unsatisfactory attitude and seeing that there are further ships of these types which the Germans will wish to pass from the Black Sea into the Ægean, His Majesty's Ambassador on instructions has represented to the President of the Turkish Republic that His Majesty's Government are profoundly disturbed by the fact that the Turkish Government should have lent themselves to this palpable manœuvre of the German Government who hoped thereby to increase German naval strength in the Ægean to the direct detriment of British interests. The President has now promised to have the whole matter re-examined by his Government.

I should add that a further K.T. vessel which arrived at the entrance to the Bosphorus on the 5th June has been detained in the Straits by the Turkish authorities.

Mr. Thomas: Can the right hon. Gentleman say that the Soviet Union have joined in a similar protest at Ankara?

Mr. Eden: We are in close touch with our Allies on this subject, but I should like to have notice of the question whether this particular representation has been joined in by them.

Mr. Bellenger: Will the right hon. Gentleman obtain an undertaking that all these German vessels will be prohibited from going through the Straits until a decision has been given by the Turkish Government?

Mr. Eden: That is exactly the point of the representations we have made to the Turkish Government and the Turkish President.

SOURCE: PARLIAMENTARY DEBATES: NUMBER:
House of Lords,
14 June 1944.
London. Cols. 244-250.

" That it is expedient that a Joint Committee of Lords and Commons be appointed to inquire into the accommodation in the Palace of Westminster, and to report thereon with such recommendations as appear to them desirable."

I have already mentioned this matter to the House of Lords Offices Committee, and the view of the Committee, as I understood it, was that so long as this proposed Joint Committee confined the scope of its inquiries to establishing facts and elucidating the position as to accommodation in the building generally, then it might be very useful for members of both Houses to have its Report in their hands.

Your Lordships will note that there is in the Message a reference to recommendations. That, I think, is common form. It clearly would not be possible to debar the Committee, if they had so agreed, from making any recommendations. Indeed, I should have thought that the members of the Committee would have been very unwilling to serve if they were completely debarred from making recommendations of any kind. At the same time, I want to make it perfectly clear to the House that such recommendations—if any are made—will in no way commit your Lordships' House. They will only be made for the purpose of enabling Parliament to give due consideration to the facts which emerge from their examination. In these circumstances, I would suggest to your Lordships that a Message should be sent to the House of Commons acquainting them that this House agrees to the proposal. The next step would be, as I understand it, that the House of Commons should return a Message, giving to this House the names of the members whom they would propose should represent the House of Commons on the Joint Committee. It would then be for me to select for submission to your Lordships the names of members of this House to serve upon the Joint Committee. I think there is nothing more that I need say now, and I beg to move that this House do agree with the message from the Commons.

Moved, That this House do concur in the Resolution communicated by the Commons—namely, " That it is expedient that a Joint Committee of Lords and Commons be appointed to inquire into the accommodation in the Palace of Westminster, and to report thereon with such recommendations as appear to them desirable."—(*Viscount Cranborne.*)

On Question, Motion agreed, and a Message ordered to be sent to the Commons to acquaint them therewith.

TURKEY AND THE STRAITS.

LORD VANSITTART had the following Notice on the Paper: To ask His Majesty's Government for details of the recent action of the Turkish Government in allowing German vessels of war to pass through the Straits from the Black Sea to the Ægean; and to move for Papers. The noble Lord said: My Lords, before putting my Motion as to the rather curious conduct of our curious Ally, I should like to say a few words about the course of this somewhat fantastic relationship as it has appeared to the man in the street. During the years in which we suffered adversity, we made every allowance for the position of the Turks; we put no pressure upon them. In that I think His Majesty's Government were wise. The Turks were indisposed to come in, and for material reasons no doubt afraid to come in, and we all understood that. I even well understood the occasional references of the Government to the loyalty of the Turkish Government, though some of those references had, to my ears, the somewhat perfunctory tang of diplomacy. But then the tide turned, and I think it might have turned more quickly if the Turks had had the courage of any convictions; but, instead of that, they played us up. They extracted from us as great a quantity of arms and munitions as was possible, running into very considerable amounts which we could ill spare to spectators. Then, when we said " Come in now, the water's fine," they still shivered on the brink and said, " It looks to us a little chilly still, so we think we will go home "—and they went home, and proceeded to sell chrome and other commodities to our enemies.

Even that performance we stomached, though some of us, like myself, stomached it with feelings of rising disgust. When the export of chrome was finally abolished, I can assure your Lordships that some of us felt no gratitude whatever; we thought that this was merely a sign of long overdue decency. I ask your Lordships, therefore, to imagine our feelings when we find that the next development in this extraordinary story is that the Turks are

[Lord Vansittart.]

actually and actively helping our enemies by passing German warships through the Straits in order that we may be the better attacked on the high seas. I am not going to waste one word on the niceties and details and technicalities of the Montreux Convention; I am going to come straight to the hard fact that this is not only an unfriendly but a hostile act, committed by a so-called Ally on behalf of a half-beaten enemy.

His Majesty's Government have shown exemplary and indeed monumental patience, as they always do. I think that sometimes they show too much. I could do with a little more asperity in the case of false friends, and therefore I hope that on this occasion a stiffer line will be taken with the Turks. The Prime Minister adumbrated in his last speech on the subject that they would not be admitted to the peace table. I should hope not; but that is a very small consolation. As a matter of fact, that speech was made before the commission of this unfriendly act; and therefore I ask myself, and I ask the Government, what remedy we have. I hope that the Government will be able to tell me something about it to-day. I should also like to know from them the approximate extent of the damage to which we may be exposed by this unfriendly act, although, of course, I shall not press them on that point if they feel indisposed to embark on the seas of operational prophecy.

This time, however, I think that we want something more than mere representations. The Turkish Government may explain, may argue, and may even apologize, but all that seems to me no good whatever; they cannot put the ships back into the Black Sea. Are the Government going to content themselves with protest and rebuke? I hope that we shall find some more tangible means of making our displeasure felt. I might venture to suggest two very humble contributions. One is that they should form in the Foreign Office a very small additional department, a Department of Curiosities, and that this alliance should be Exhibit A. Secondly, bearing in mind the precedent of the "Alabama," I hope that the Government will notify the Turkish Government that at the conclusion of hostilities a bill will be presented to them for any damage sustained. I hope we shall also find means to ensure that the Bill may not necessarily be a big one; but, whatever it is, the Turkish Government should be compelled to foot it hereafter. I beg to move.

VISCOUNT CRANBORNE: My Lords, your Lordships and the noble Lord, Lord Vansittart, himself will, I am sure, forgive me if I do not enter into the rather wider issues which he mentioned in the early sentences of his speech. They went a good deal beyond the terms of the Motion, and I propose to confine myself merely to answering the question which he asks. I think it may be for the convenience of the House in answering his question if I recapitulate briefly the incidents which gave rise to it. Your Lordships, I think, are already aware that, consequent on the series of recent Russian victories on the Eastern Front, the German theatre of operations in the Black Sea has been severely and happily restricted; and, as a result, during recent months the German authorities have started to move shipping from the Black Sea, where they no longer require it, through the Straits into the Ægean Sea where, in consequence of the efforts of the Royal Navy and the Royal Air Force, the German shipping position has greatly deteriorated.

A few of these German ships are merchantmen, the free passage of which, as your Lordships know, by a belligerent through the Straits is permitted under the terms of the Montreux Convention regarding the régime of the Straits. Other vessels, however, fall into a very different category. These are of two types. The first are what are known as K.T. vessels, ships of some 800 tons, with a normal armament of two 3.7-inch guns and machine guns. The second type are known as E.M.S. craft, of some 40 or 50 tons, much smaller vessels, with a normal armament of one 3-pounder, machine guns and depth charges. The former are used mainly for the transport of troops, war stores and so on, and the latter for all sorts of warlike purposes, including submarine chasing.

These vessels are of a type which were used consistently by the Germans for military operations in the Black Sea and in the Mediterranean, and there can be no shadow of doubt that they will be similarly used in the Ægean. To obtain passage for them through the Straits, the Germans, for obvious reasons, dismantle

SOURCE: PARLIAMENTARY DEBATES: NUMBER:
House of Lords,
14 June 1944.
London. Cols. 244-250.

their armament, and this armament is installed again when the ships reach their destination in the Ægean. Both these classes of vessel are regarded by His Majesty's Government as either men-of-war or auxiliary ships of war, the passage of which by a belligerent through the Straits in time of war is prohibited by Article 19 of the Montreux Convention. There has been a question whether the E.M.S. craft fall within this prohibition; but we know, the Germans know, and the whole world knows, that these craft, like the K.T. type, are essentially military in character, and that they have been used for military or naval operations in the Black Sea, and are going to be used again for the same purposes in the Ægean. In the view of His Majesty's Government, therefore, they cannot be considered as other than vessels of war, and their passage through the Straits is entirely contrary to the real objects and intentions of the Convention, and to permit it is to assist in a clear abuse of that Convention.

The duty of the Turkish Government to stop these vessels is the more evident when I remind your Lordships that the Turkish Government have already once detected the Germans in a similar breach of the Convention. German landing craft, disguised as commercial barges, were passed for some time through the Straits by the German Navy. Then the Germans made the not unusual blunder of giving publicity to the military use of the barges, and that particular fraud was brought to an end by the Turkish Government. In spite of repeated representations by His Majesty's Ambassador, four K.T. vessels and eight E.M.s. craft in all have during the first days of June passed through the Straits into the Ægean, the Turkish Government having maintained that on examination no proof could be found of their being any other than commercial vessels.

His Majesty's Ambassador at Angora at once protested to the Turkish Minister for Foreign Affairs not merely against the passage of the vessels but against the inadequate and hurried inspection to which they were subjected by the Turkish authorities. The Minister for Foreign Affairs persisted, however, in his claim that there was no legal ground on which he could stop the vessels, a claim which His Majesty's Government find it difficult to understand, since, as I have said, the Turkish Government have already put an end to the precisely similar fraud of the German landing barges. In view of this unsatisfactory reply and seeing that there are further ships of these types which the Germans will be wanting to pass from the Black Sea into the Ægean, His Majesty's Ambassador was instructed last week to seek an audience of the Turkish President in order to represent to him how profoundly shocked His Majesty's Government were by the fact that the Turkish Government should have lent themselves to this palpable manoeuvre of the German Government who hoped thereby to increase German naval strength in the Ægean to the direct detriment of British interests.

This interview took place on June 8, when the President promised to have the matter examined by his Government and return us an answer to our protest. The matter is thus still the subject of discussion in Angora and I hope the noble Lord will understand if I am not able at the moment to give any further details. I should however like to conclude this statement on a happier note by saying that a further K.T. vessel which arrived at the entrance to the Bosphorus on June 5 has been detained in the Straits by the Turkish authorities.

LORD VANSITTART: My Lords, it is not denied that this time the Turkish Government have lent themselves to a definitely unfriendly act with their eyes open. If I understand the noble Viscount rightly, there was a previous occasion when some kind of action was either undertaken or attempted without their knowledge, but this time it has been done with their knowledge and they have sought to excuse it by a pretext which has been declared to be unacceptable by His Majesty's Government. We seem to be embarking, as I anticipated, on a course of protest and if necessary rebuke, but I come back to what I said in my few opening remarks, that that surely gives us no satisfaction, because we are liable to damage owing to the passage of camouflaged warships through the Straits to the high seas, and they cannot be restored to their former position. Therefore I would like again to urge upon the Government the possibility of obtaining some sort of satisfaction by considering the possibility of putting in a bill at the

[Lord Vansittart.]

end. I would like to ask the Leader of the House whether he will take that suggestion into consideration, because I do feel that there are limits to our patience, and that those limits should at times be clearly defined in order to maintain not only British interests but the respect in which this country should be held; because, if people continue to think that they can get away with murder or something a little less, and then say, "Well, sorry, it is done now; there is nothing more to be said. Perhaps there is something in the British case, but why go on talking?" I do not think that is very conducive to the respect in which I wish to see this country and this Government held abroad. So I put the point again to the noble Viscount and ask if he will place the suggestion I have made before the Government.

VISCOUNT CRANBORNE: I will certainly transmit to the Foreign Secretary what the noble Lord has said, but I think it is clear to the House that I have made a very firm statement on the subject. I do not think it would justify any suggestion that the Government are shilly-shallying in this matter. We take a very serious view of what has happened, and I can assure the noble Viscount that everything that he has said will be taken fully into account.

LORD VANSITTART: I made no suggestion that the Government were shilly-shallying but that we were showing an almost too exemplary patience. But I shall be amply satisfied if the noble Viscount assures me that my suggestion will be put before the Government, and I ask leave to withdraw my Motion.

Motion for Papers, by leave, withdrawn.

DERWENT VALLEY WATER BILL. [H.L.]

The King's consent signified and Bill reported from the Select Committee with Amendments.

ASCOT DISTRICT GAS AND ELECTRICITY BILL. (H.L.)

The King's consent signified and Bill reported with Amendments.

SUNDAY ENTERTAINMENTS ACT, 1932.

Order made by the Secretary of State for the Home Department extending Section 1 of the Act to the

Urban District of Frinton and Walton:

Laid before the House (pursuant to Act) for affirmative Resolution and ordered to lie on the Table.

House adjourned.

SOURCE: PARLIAMENTARY DEBATES: NUMBER:
House of Lords,
14 June 1944.
London. Cols. 244-250.

SOURCE: PARLIAMENTARY DEBATES: House of Lords, 14 June 1944. London. Cols. 244-250.

NUMBER:

their armament, and this armament is installed again when the ships reach their destination in the Ægean. Both these classes of vessel are regarded by His Majesty's Government as either men-of-war or auxiliary ships of war, the passage of which by a belligerent through the Straits in time of war is prohibited by Article 19 of the Montreux Convention. There has been a question whether the E.M.S. craft fall within this prohibition; but we know, the Germans know, and the whole world knows, that these craft, like the K.T. type, are essentially military in character, and that they have been used for military or naval operations in the Black Sea, and are going to be used again for the same purposes in the Ægean. In the view of His Majesty's Government, therefore, they cannot be considered as other than vessels of war, and their passage through the Straits is entirely contrary to the real objects and intentions of the Convention, and to permit it is to assist in a clear abuse of that Convention.

The duty of the Turkish Government to stop these vessels is the more evident when I remind your Lordships that the Turkish Government have already once detected the Germans in a similar breach of the Convention. German landing craft, disguised as commercial barges, were passed for some time through the Straits by the German Navy. Then the Germans made the not unusual blunder of giving publicity to the military use of the barges, and that particular fraud was brought to an end by the Turkish Government. In spite of repeated representations by His Majesty's Ambassador, four K.T. vessels and eight E.M.s. craft in all have during the first days of June passed through the Straits into the Ægean, the Turkish Government having maintained that on examination no proof could be found of their being any other than commercial vessels.

His Majesty's Ambassador at Angora at once protested to the Turkish Minister for Foreign Affairs not merely against the passage of the vessels but against the inadequate and hurried inspection to which they were subjected by the Turkish authorities. The Minister for Foreign Affairs persisted, however, in his claim that there was no legal ground on which he could stop the vessels, a claim which His Majesty's Government find it difficult to understand, since, as I have said, the Turkish Government have already put an end to the precisely similar fraud of the German landing barges. In view of this unsatisfactory reply and seeing that there are further ships of these types which the Germans will be wanting to pass from the Black Sea into the Ægean, His Majesty's Ambassador was instructed last week to seek an audience of the Turkish President in order to represent to him how profoundly shocked His Majesty's Government were by the fact that the Turkish Government should have lent themselves to this palpable manoeuvre of the German Government who hoped thereby to increase German naval strength in the Ægean to the direct detriment of British interests.

This interview took place on June 8, when the President promised to have the matter examined by his Government and return us an answer to our protest. The matter is thus still the subject of discussion in Angora and I hope the noble Lord will understand if I am not able at the moment to give any further details. I should however like to conclude this statement on a happier note by saying that a further K.T. vessel which arrived at the entrance to the Bosphorus on June 5 has been detained in the Straits by the Turkish authorities.

LORD VANSITTART: My Lords, it is not denied that this time the Turkish Government have lent themselves to a definitely unfriendly act with their eyes open. If I understand the noble Viscount rightly, there was a previous occasion when some kind of action was either undertaken or attempted without their knowledge, but this time it has been done with their knowledge and they have sought to excuse it by a pretext which has been declared to be unacceptable by His Majesty's Government. We seem to be embarking, as I anticipated, on a course of protest and if necessary rebuke, but I come back to what I said in my few opening remarks, that that surely gives us no satisfaction, because we are liable to damage owing to the passage of camouflaged warships through the Straits to the high seas, and they cannot be restored to their former position. Therefore I would like again to urge upon the Government the possibility of obtaining some sort of satisfaction by considering the possibility of putting in a bill at the

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This interview took place on June 8, when the President promised to have the matter examined by his Government and return us an answer to our protest. The matter is thus still the subject of discussion in Angora and I hope the noble Lord will understand if I am not able at the moment to give any further details. I should however like to conclude this statement on a happier note by saying that a further K.T. vessel which arrived at the entrance to the Bosphorus on June 5 has been detained in the Straits by the Turkish authorities.

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House of Lords,
14 June 1944.
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EMBASSY OF THE
UNITED STATES OF AMERICA

No. 722

Ankara, July 8, 1944.

Subject: Controversy between British and Turkish Governments with regard to the Application of the Montreux Convention to German Ships of EMS and MANNHEIM Classes.

SECRET

The Honorable
The Secretary of State,
Washington.

Sir:

I have the honor to submit below a detailed report on the controversy between the Turkish and British Governments relative to the passage through the Straits of German vessels of the EMS and MANNHEIM classes, which resulted in the resignation on June 15, 1944 of the Turkish Minister for Foreign Affairs, Numan Menemencioğlu.

The question of the passage through the Straits of German vessels of the EMS class first arose on January 13, 1944, when the British Embassy learned that the EMS and three vessels of the same class had entered the Bosphorus from the Black Sea en route to the Aegean Sea, and brought the matter informally to the attention of the Ministry of Foreign Affairs with a view to having the vessels detained. The British contended that these vessels were auxiliary naval craft, the passage of which through the Straits was prohibited under the Montreux Convention, and requested the Turkish authorities to have the vessels thoroughly examined, and if they had already passed through the Straits, to prohibit the passage of such vessels in the future. The vessels in question were motor craft of a gross tonnage of 24 tons, 19 meters in length, 6 meters in breadth, with a draft of 2.5 meters and a speed of 10 knots. The British naval authorities considered that they had been built for escort duty, mine-sweeping and anti-submarine patrol. They maintained that construction details showed that they had not been built as merchant vessels: the situation of the bridge just abaft of amidships which limited amount of cargo space, the small hold space for cargo, the amount of accommodation available for crew which was larger than was necessary for a merchant vessel crew, the space made available for the mounting of Bofors-type guns and anti-aircraft machine guns, etc. The Turkish authorities contested the British view that these vessels were auxiliary naval vessels, and the four vessels in question were permitted to pass through the Straits on January 13. Subsequently, when four more vessels of this type arrived in the Bosphorus on January 14, the British Embassy requested that these vessels be examined and that if the examination disclosed that they were

auxiliary . . .

auxiliary naval vessels, their passage be prohibited. These vessels were permitted to pass through the Straits on the same day. The British Embassy did not lodge a formal protest against the passage of the EMS class vessels but continued to transmit to the Turkish authorities information showing their real character. The British submitted air photographs of the vessels, showing that guns were mounted on them after their arrival in the Aegean, and that they were being used for escort duty. They emphasized that such evidence indicated the necessity of a careful examination of vessels of this type when they presented themselves for passage through the Straits.

On May 26 the British Embassy learned that five EMS class vessels, together with the MANNHEIM, a vessel of the "Kriegstransport" type,* had entered the Bosphorus en route to the Aegean Sea from the Black Sea. The British Ambassador brought the matter to the attention of the Turkish Ministry for Foreign Affairs on May 27 and requested that the five EMS class boats and the MANNHEIM be detained at Çanakkale. The Secretary General of the Ministry informed the British Ambassador on May 29 that the vessels had been examined but that no case for detention could be established and that the vessels had therefore been released. On May 30 the British Ambassador and the British Naval Attaché called on the Turkish Minister for Foreign Affairs and protested against the passage of the vessels through the Straits. They requested that all such suspect craft should be stopped and examined in Istanbul rather than at Çanakkale. The Minister for Foreign Affairs stated that such vessels could not be detained as, in spite of a careful examination, no proof could be found of their being other than commercial vessels. With respect to the MANNHEIM, the British Ambassador declared that the Germans themselves had recognized this vessel as a war vessel. Numan, however, contended that the search of the MANNHEIM had furnished no evidence that this vessel was an auxiliary war vessel. With regard to examining vessels in Istanbul, Numan declared that the expert staff was stationed in Çanakkale. Hugessen warned the Minister for Foreign Affairs that London would take a very serious view of the matter. Numan, however, maintained that an exhaustive search had yielded no evidence on which the Turkish Government could base a decision to detain the vessels, against the stoppage of which the German Embassy had protested, and that in order to detain them, the Turkish Government would have to have evidence that they were auxiliary naval vessels.

On June 1 the British Embassy learned that six German vessels - three vessels of the MANNHEIM class and three of the EMS class - had arrived at the Bosphorus en route from the Black Sea to the Aegean. The British Ambassador immediately sent an informal note to the Minister for Foreign Affairs, requesting a stringent examination of these vessels and pointing out that it

would . . .

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* These vessels have a displacement of 800 tons, an extreme length of 225 feet, an extreme breadth of 36 feet, a draught of 9 feet and a speed of at least 12 knots. They usually carry two or three guns of over 3-inch caliber and they appear to have been built and to be used exclusively as military transports.

would not be in accord with the Montreux Convention that vessels employed in the Black Sea as minor war vessels and destined to be used in the Aegean for military purposes, should be allowed to pass through the Straits because they arrived in the guise of merchant vessels. The British Ambassador maintained that these vessels were "either minor war vessels or auxiliary war vessels within the meaning of Paragraphs 5 and 6 of Annex II of the Montreux Convention."

On June 2, upon learning that the vessels had left the Bosphorus for Çanakkale without being examined at Istanbul and under circumstances which indicated that their passage had even been facilitated, the British Minister called upon the Secretary General of the Foreign Office and protested against the passage of these vessels. The Secretary General maintained that the vessels had been examined in the Bosphorus and that the search had revealed no evidence either in the form of armament or constructional details which indicated that they were to be used as war vessels. However, the Secretary General finally promised to have the vessels thoroughly examined at Çanakkale and to have one vessel completely unloaded in order to make certain that no arms were aboard. The Secretary General maintained the position taken previously by the Minister for Foreign Affairs, that the Turkish Government could not find any criteria which would allow them to consider EMS class vessels as prohibited vessels under the Montreux Convention. If the British Government could suggest such criteria the Turkish Government would be glad to give them consideration. With regard to the MANNHEIM, he requested proof that the German Government considered vessels of this type as auxiliary naval vessels.

On June 3 the British Embassy learned that all six German vessels had passed through the Straits into the Aegean on the evening of June 2, whereupon the British Ambassador submitted in writing to the Minister for Foreign Affairs a formal protest against the passage of these vessels. A copy of this note is attached. The British Ambassador protested against the passage through the Straits of "vessels which have been used as minor war vessels or as auxiliary vessels in the Black Sea and which were clearly destined to be used for the same purpose in the Aegean." He declared that it was evident that "there could not have been time between the arrival at Çanakkale of the EMS craft and their departure for the Aegean for the searching examination which we were assured would take place at Çanakkale." He concluded that the representations which had been made by the British Embassy had been completely ignored and that "not only was no attempt made to deny or delay the passage of these vessels through the Straits, but that everything was done to facilitate their passage according to a timetable desired by the Germans."

1/

The British Ambassador reported the situation to London and recommended that he be instructed to take the matter up with President Inönü. Subsequently when the British Ambassador saw the Minister for Foreign Affairs, the latter stated that he could not admit that the vessels had not been thoroughly

searched . . .

searched, declaring that the strictest orders for search had been issued, and maintained that there was no legal basis for detaining the vessels and that he could not take action contrary to the letter of the Montreux Convention. The British Ambassador refused to discuss the legal points involved, declaring that the Turkish action was favoring Germany and that the Turks were giving the Germans the benefit of the doubt. Numan proposed arbitration and suggested that the matter be referred to an eminent American lawyer or even a British lawyer. Numan eventually promised to look into the matter and see that a most thorough examination was made in the future of all suspect vessels.

The British Government approved the British Ambassador's suggestion that he see President Inönü and instructed him to call upon the President and lodge an emphatic protest against the action of the Turkish Government in allowing the passage of the vessels through the Straits. He was furthermore instructed to declare to the President that such action on the part of the Turkish Government raised the question as to whether cooperation between Turkey and Great Britain really was possible. He was to point out that the passage through the Straits of ships which had been used for naval or military operations in the Black Sea and which were to be used for the same purpose in the Aegean Sea, was completely contrary to the spirit and intention of the Montreux Convention and should be prohibited. It was the duty of the Turkish Government to see to it that the Convention was not abused because the execution of its provisions was entrusted to Turkey by the Powers under Paragraph 3 of Article 24.

The British Ambassador called upon President Inönü on June 8th. The Ambassador pointed out that both the intention and the spirit of the Montreux Convention had been violated by the action of the Turkish authorities in allowing the passage through the Straits of four German military transport vessels and sixteen vessels of the EMS class, - vessels which had been used for naval or military purposes in the Black Sea and were to be so used in the Aegean. He stated that the British Government took the strongest possible exception to this action on the part of the Turkish Government. The Ambassador furnished the President particulars about the German ships, including photographs, pointing out the war construction of the German transport ships and the gun emplacements on the EMS craft. The President said that he could express no opinion on the juridical questions involved but he would see that the matter was dealt with urgently. Subsequently the Minister for Foreign Affairs obtained the President's permission to speak. He said that he desired to point out, with reference to transports, that transports had been excluded at Montreux and, with regard to small craft, that "small craft existed at the time of the Montreux Convention and the British Government had been to a large extent responsible for the twice-inserted statement that "craft of less than 100 tons did not count." The British Ambassador remarked that conditions had greatly changed since Montreux, that the Montreux Convention would have to be modified to make it conform to modern conditions, and that it was in Turkey's interest to

stand . . .

stand up for the principles of Montreux. Numan observed that in the question of the Straits, Turkey could not be influenced by a country which was strong at the moment and which wished to impose its will. Turkey was responsible for the application of the Convention and he was ready to submit the issue at once to the arbitration of any court. He inquired whether arbitration would be acceptable to the British Government. The British Ambassador said that he could not engage his Government but inquired whether, if arbitration were to be considered, the Turks would, pending the arbitral award, detain all ships of the categories in question. Numan said that he would study such a proposal with favor. He observed that if he could find some legal shred of support in the Montreux Convention for stopping these craft, he would do so; if the issue went to arbitration and the Court decided that Turkey, in applying the Convention, could be guided by the spirit of the Convention, the matter was settled. If, however, the Court decided that Turkey must apply the letter of the Convention, then he must have some basis on which to justify his action. The Minister for Foreign Affairs reiterated several times that he could not take decisions involving the Montreux Convention on purely political grounds. His inability to apply the Convention on purely political grounds might be serving future British interests. In 1940 he had applied the Convention strictly when Germany was very strong and it was of the utmost importance to Turkey to have Convention support for her action.

On the following day, June 9, the Minister for Foreign Affairs requested the British Ambassador to call at the Ministry and submitted to him a formal proposal that a legal opinion, probably by an American lawyer, be sought, first, as to whether, according to Paragraphs 5 and 6 of Annex II of the Montreux Convention, the fact that a ship designed for war purposes has a displacement of less than 100 tons allows it to pass through the Straits as a simple merchant vessel, and, second, as to whether, given the camouflage customary in war-time, a vessel can be classified as a vessel of war on the basis of secondary characteristics not mentioned in the Montreux Convention. It was understood that pending the rendering of the legal opinion any suspect vessel would be prevented from passing through the Straits. Furthermore, Numan declared that the German war transport KASSEL, which had just arrived in the Bosphorus, would not be allowed to pass through the Straits. The British Ambassador declared that he would submit the proposal to his Government.

On the following day, June 10, the German Ambassador lodged a protest against the detention of the KASSEL. The KASSEL was examined in Istanbul and a quantity of military equipment was found on board. On June 13 the Turkish Government sent a note to the German Ambassador, reporting what had been found on the KASSEL and expressing its regret that the Turkish Government had been misled by the assurances given by the German Ambassador. The note declared that in the future all German vessels would be examined for the purpose of establishing their character. It is understood that this note was the subject of a

difference . . .

difference of opinion between the Minister for Foreign Affairs and the Council of Ministers, in that the note did not go as far as the Council of Ministers desired. There is enclosed a
2/ translation of a statement issued to the press with regard to the detention of the KASSEL.

On June 15 the Minister for Foreign Affairs resigned. The Prime Minister, in informing the British Ambassador of Numan's resignation, told him that orders had been issued prohibiting the passage through the Straits in the future of all German vessels of the EMS class and the "Kriegstransport" class. He further stated that an examination of the KASSEL had disclosed weapons of an offensive character. The action taken by the Turkish Government in respect to the EMS and MANNHEIM type vessels was made public at a press conference
3/ on June 15. A translation of the Prime Minister's statement is enclosed. There is also enclosed, for the Department's
4/ convenience, the text of the pertinent provisions of the Montreux Convention.

Thus the controversy between the British and Turkish Governments with regard to the application of the Montreux Convention to German ships of the EMS and MANNHEIM classes ended in the acceptance by the Turkish Government of the contention of the British Government that the passage of such vessels through the Straits was contrary to the spirit of the Montreux Convention, that it was the duty of the Turkish Government to apply the spirit as well as the letter of the Convention, and that accordingly the passage of these vessels should be prohibited by the Turkish Government.* The Turkish Government's decision in the matter was taken on political grounds, against the advice of the Minister for Foreign Affairs who, in consequence submitted his resignation.

The Minister for Foreign Affairs took the position that Turkey must apply strictly the letter of the Montreux Convention because any laxity on the part of the Turkish Government in this respect would raise as an issue the question of Turkey's guardianship of the Straits, and he considered it of vital importance that Turkey should not take any action which would raise this question. He contended, for instance, that all vessels not covered by Annex II of the Montreux Convention were merchant vessels and that Annex II did not include vessels under 100 tons in the category of war vessels; consequently it would be a violation of the Montreux Convention for the Turkish Government to prohibit the passage of vessels under 100 tons. Any failure on the part of Turkey to apply strictly and impartially the Montreux Convention would serve as a basis for hostile criticism of Turkey as being unfit to act as guardian of the Straits and might have far-reaching consequences. The President of Turkey, however, took the position that the maintenance of the British-Turkish Alliance was more important to

Turkey . . .

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* Incidentally, the Turkish Government has accepted the British contention that the Turkish Government has the right to inspect the cargo of merchant vessels, although the Montreux Convention provides that merchant vessels shall enjoy the right of passage, "whatever may be their cargo," a provision inserted at the insistence of the British Delegation.

Turkey than any benefits that might be derived from the strict application of the letter of the Montreux Convention, and consequently he directed that satisfaction should be given to Great Britain by prohibiting the passage of the vessels in question. It is understood that the President felt that there need be little concern as to possible future repercussions from Turkey's non-application of the strict letter of the Convention in view of the fact that Turkey's decision in the present case would have the approval of Great Britain and the Soviet Union,* the Powers chiefly interested in the question of the Straits.

Respectfully yours,

Robert F. Kelley

Robert F. Kelley,
Chargé d'Affaires ad interim.

* The Soviet Ambassador in Ankara also lodged a protest against the passage through the Straits of the vessels in question.

Enclosures:

1. Copy of note from British Ambassador to Turkish Minister of Foreign Affairs, June 3, 1944.
2. Translation of statement issued to the press with regard to the detention of the KASSEL, June 17, 1944.
3. Translation of Turkish Prime Minister's statement to the press with regard to EMS and MANNHEIM type vessels, June 16, 1944.
4. Copy of text of pertinent provisions of Montreux Convention, July 20, 1936.

File No. 711.1

RFK:AFH

Original only (for Ozalid machine).

Enclosure No. 1 to Despatch No. 722, dated July 8, 1944
from the American Embassy at Ankara.

7-8

COPY

British Embassy,
Ankara.
3rd June, 1944.

Your Excellency,

I have just learnt that the six German vessels, namely, three Kriegs Transport vessels and three vessels of the EMS class, which formed the subject of my letter to Your Excellency of June 1st, were allowed to pass Çanakkale for the Aegean at about 8 p.m. yesterday evening.

2. I feel bound to record an emphatic protest against the fact that the Germans should once more have been allowed in this way to defeat the object of the Montreux Convention by passing through the Straits vessels which have been used as minor war vessels or as auxiliary vessels in the Black Sea and which are clearly destined to be used for the same purpose in the Aegean. Since May 29th the German naval forces in the Aegean have thus received the important reinforcement of four Kriegs Transport vessels and eight EMS craft.

3. There are certain elements in this matter to which I am bound to draw special attention. According to my information the three vessels of the Kriegs Transport class were admitted into the Bosphorus by night at a time when they would not normally have been allowed to pass the boom. It is also evident that there could not have been time between the arrival at Çanakkale of the EMS craft and their departure for the Aegean for the searching examination which we were assured would take place at Çanakkale. It is clear that as soon as the EMS craft were joined by the faster Kriegs Transport vessels, they were allowed to depart in company.

4. The only possible deduction which can be drawn is that the earnest representations which I made to Your Excellency on May 30th and which His Majesty's Minister made on my behalf to the Secretary-General on June 2nd have been entirely ignored, and that not only was no attempt made to deny or delay the passage of these vessels through the Straits, but that everything was done to facilitate their passage according to a timetable desired by the Germans. I have no alternative but to report accordingly to His Majesty's Government.

I avail myself of this opportunity to renew to Your Excellency the assurance of my highest consideration.

(Signed)
H. M. KNATCHBULL-HUGESSEN

His Excellency
Monsieur Numan Menemencioğlu,
Minister for Foreign Affairs,
Ankara.

Enclosure No. 2 to Despatch No. 722, dated July 8, 1944
from the American Embassy at Ankara.

7-9

Source: ANATOLIAN AGENCY
June 17, 1944

TRANSLATION

Ankara, 17, A.A.

We learn that the character and the armaments of the ship KASSEL, flying the German flag, the passage of which through the Straits has been forbidden by our competent authorities, which were noted during the inspection made by the said authorities, are as follows:

The armour of the hull of the ship is 9 millimeters in thickness. The ship can dock from the rear. Its cranes are of 30 tons. It was constructed in 1943. The ship carried the following arms. On the prow, a heavy automatic gun of 2 centimeters with 4 barrels. The emplacement of the gun is very large. In the stern there is a cannon of 3.7 centimeters. In the center of the ship in the wireless room there are 4 groups of wireless apparatus which can, according to studies made, serve as detectors of submarines. In its storerooms there was found a cannon of 8.8 calibre and of 35 in length. It was established that this cannon could be put in the place of the automatic gun located in the prow of the ship. In addition, there were found 3 heavy automatic guns, 81 depth charges, 12 depth charge projectors and 65 chests of ammunition for the arms on board.

According to the investigation, all the arms found in the KASSEL belonged to this vessel. If this ship was equipped, it could constitute a fleet escort vessel and as it can dock from the rear, it could embark tanks and could thus easily serve as a landing craft.

Enclosure No. 3 to Despatch No. 722, dated July 8, 1944
from the American Embassy at Ankara.

7-10

Source: ANATOLIAN AGENCY
June 16, 1944

TRANSLATION

Ankara, 16, A.A.

The Parliamentary Group of the People's Republican Party held today, after the meeting of the Grand National Assembly, an extraordinary plenary session under the presidency of Mr. Hasan Saka, Deputy of Trebizond.

The order of the day consisted only of a statement by the Prime Minister on the recent change which had taken place in the Ministry of Foreign Affairs.

At the opening of the session the Prime Minister and Acting Minister for Foreign Affairs, Şükrü Saracoğlu, mounted the tribune and made a clear and detailed declaration with regard to the incident which brought about the retirement of the former Minister for Foreign Affairs, Mr. Numan Menemencioğlu. He explained clearly that the ships, the passage of which through the Straits is in question and which were the cause of the change in the Ministry, are of two types, the EMS type and the MANNHEIM type; that in the ship KASSEL which was carefully inspected there were found automatic guns, tubes for launching depth charges and all the accompanying equipment, material and cases of ammunition, as well as wireless apparatus; and that finally it has been established that these types of ships fall directly into the category of warships, in accordance with the provisions of the Convention of Montreux and into that of auxiliary ships specified in the stipulations of the special article of the said Convention.

Then were heard the views of various speakers as well as expressions of opinion and manifestations regarding the shortcomings in the inspection of the ships. The Prime Minister and Acting Minister for Foreign Affairs, Şükrü Saracoğlu, mounted the tribune for the second time and declared that he fully agreed with the opinions expressed by a large number of his comrades and that if there were any officials who had been negligent and careless, they would be prosecuted.

The plenary session of the Group fully approved the declaration of the Prime Minister.

Enclosure No. 4 to Despatch No. 722, dated July 8, 1944
from the American Embassy at Ankara.

7-11

Source: "Actes de la Conférence de Montreux concernant le régime des Détroits" 22 juin - 20 juillet 1936 pages 302-309.

PERTINENT PROVISIONS OF
MONTREUX CONVENTION OF JULY 20, 1936

Article 4

En temps de guerre, la Turquie n'étant pas belligérante, les navires de commerce, quels que soient le pavillon et le chargement, jouiront de la liberté de passage et de navigation dans les Détroits dans les conditions prévues aux Articles 2 et 3.

Le pilotage et le remorquage restent facultatifs.

* * * * *

Article 7

Le terme "navires de commerce" s'applique à tous les navires qui ne sont pas visés par la Section II de la présente Convention.

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ANNEXE II

* * * * *

B. Classes

1. Les bâtiments de ligne * * * * *

2. Les bâtiments porte-aéronefs * * * * *

3. Les bâtiments légers de surface * * * * *

4. Les sous-marins * * * * *

5. Les petits navires de combat sont des bâtiments de guerre de surface, autres que les bâtiments auxiliaires, dont le déplacement-type est supérieur à 100 tonnes (102 tonnes métriques), sans dépasser 2,000 tonnes (2,032 tonnes métriques), et qui n'ont aucune des caractéristiques suivantes:

a) Etre armés d'un canon d'un calibre supérieur à 155 millimètres (6.1 pouces);

b) Etre conçus ou équipés pour lancer des torpilles;

c) Etre conçus pour atteindre une vitesse supérieure à vingt noeuds.

6. Les . . .

6. Les bâtiments auxiliaires sont des bâtiments de surface faisant partie de la flotte militaire, dont le déplacement-type est supérieur à 100 tonnes (102 tonnes métriques), qui sont normalement utilisés pour le service de la flotte, ou comme transports de troupes, ou pour tout emploi autre que celui de bâtiments combattants, qui ne sont pas spécialement construits pour être des bâtiments combattants, et qui n'ont aucune des caractéristiques suivantes:

a) Etre armés d'un canon d'un calibre supérieur à 155 millimètres (6.1 pouces);

b) Etre armés de plus de huit canons d'un calibre supérieur à 76 millimètres (3 pouces);

c) Etre conçus ou équipés pour lancer des torpilles;

d) Etre conçus pour être protégés par des plaques de blindage;

e) Etre conçus pour atteindre une vitesse supérieure à vingt-huit noeuds;

f) Etre conçus ou aménagés principalement pour mettre en action des aéronefs en mer;

g) Etre équipés de plus de deux appareils à lancer des aéronefs.

767.68119/9-1944

CROSS-REFERENCE FILE

NOTE

SUBJECT: Despatch received from the Naval Attache Boyoglu concerning Lieutenant Commander Earle's conversation with the Spanish Minister.

767.68119/9-1944

rmm

For the original paper from which reference is taken

See Letter
(Despatch, telegram, instruction, letter, etc.)

Dated Sept 19,1944 From Navy Dept

File No. 740.0011 E.W./9-1944 Confidential File

1—1540

767.68119/9-2144

CROSS-REFERENCE FILE

NOTE

SUBJECT Bulgarian armistice terms under discussion between the Russian, American and British Government., and that it was the intention of the Russian Government to insist that the negotiations take place in Moscow or in Ankar as an alternative.

767.68119/9-2144

Confidential File

For the original paper from which reference is taken

See Tel.#1791,5pm
(Despatch, telegram, instruction, letter, etc.)

Dated Sept.21,1944 From /To/ Turkey(Ankara)

File No. 740.0011 E.W./9-2144

U. S. GOVERNMENT PRINTING OFFICE 1—1540

EG

867.68119

CROSS-REFERENCE FILE

NOTE

767.68119/10-2744

CH

SUBJECT Transiting of the Straits.

Inadvisable to seek an agreement regarding-, for Allied Merchant vessels carrying Lend-Lease material to Russian Black Sea Ports. Informal approach may be advisable.

Confidential File

For the original paper from which reference is taken

See Tel.#2055
(Despatch, telegram, instruction, letter, etc.)

Dated Oct. 27, 1944 From To- Turkey (Ankara)

File No. 740.0011E.W./10-2744

U. S. GOVERNMENT PRINTING OFFICE 1—1540

Confidential File

November 2, 1944

RESTRICTED

342

To the
Officer in charge of the American Mission,
Moscow.

The Secretary of State encloses for the information of the Embassy a compilation entitled Principal Treaties and Conventions with Respect to the Problem of the Turkish Straits (1774-1936) prepared in the Department.

767.68119/11-244 EG

Enclosure:

As stated.

EE:JFF
10/31/44

NOV 1944

767.68119/11-244

November 2, 1944

RESTRICTED

NO. 137

To the

Officer in charge of the American Mission,

Paris.

The Secretary of State transmits for the information of the Officer in charge and for the files of the Embassy a copy of a memorandum prepared by the Division of Territorial Studies entitled "Principal Treaties and Conventions with Respect to the Problem of the Turkish Straits--1774-1936."

767.68119

Enclosure:

✓ Memorandum.

767.68119/11-244 EG

OCT 31 1944

NOV 1 1944

WE:JCHB:BS 10/30

767.68119/11-244

CONFIDENTIAL

November 16, 1944

No. 194

To the

Officer in charge of the American Mission,

Paris.

767.68119/11-244

The Secretary of State refers to his instruction no. 137 of November 2, 1944 and in connection therewith transmits for the information and files of the Embassy a copy of a further study, entitled "The Montreux Convention of the Straits (1936)" prepared in the Division of Territorial Studies.

767.68119/11-244 EG

Enclosure:

Memorandum.

WE:JCHB:BS 11/14

S/OR

NOV 14 1944 P.M.

November 3, 1944

RESTRICTED

No. 4713

To the

Officer in Charge of the American Mission,

London.

The Secretary of State encloses, for the information and reference files of the Embassy, a copy of Document No. T-532, a study of the principal treaties and conventions with respect to the problem of the Turkish Straits.

Enclosure:

Document T-532
October 9, 1944

A true copy of the signed original

BC:TCA:MEI
(11-1-44)

767.68119/11-344 EG

767.68119/11-344

S/CR
NOV 2 1944

STANDARD FORM NO. 64

Office Memorandum · UNITED STATES GOVERNMENT

DATE: [redacted]

TO : CE: Ware Adams

FROM : [redacted]

SUBJECT : [redacted]

[redacted]

[redacted]

American Embassy near the Czechoslovak Government

[redacted]

[redacted]

November 3, [redacted]

RESTRICTED

No. 32

To the

Officer in Charge of the American Mission,
Near the Government of Czechoslovakia,
London, England.

The Secretary of State transmits herewith for the Czechoslovak files of the Mission a document prepared in the Division of Territorial Studies in the Department entitled "Principal Treaties and Conventions with Respect to the Problem of the Turkish Straits (1774-1936)" number T-532, dated October 9, 1944.

Enclosure:

Document
as stated.

767.68119/11-344
EG

767.68119/11-344

S/OR
NOV 2 1944

CE:WA:LAR 10/31

RESTRICTED

November 4, 1944

No. 513

To the

Officer in charge of the American Mission,
Ankara.

The Secretary of State encloses for the information of the Officer in charge a paper prepared by the Division of Territorial Studies of the Department entitled "Principal Treaties and Conventions with Respect to the Problem of the Turkish Straits". Any comment on this document which the Officer in charge might care to make will be received with interest by the Department.

Enclosure:

Copy of Document T-532,
dated October 9, 1944.

A true copy of the signed original

NEA:RTM:GH 10-31-44.

NOV 3 1944

767.68119/11-444 EG

767.68119/11-444

Same Instruction and Enclosure sent to:

Ankara

Istanbul

Izmir

Cairo

Beirut

Baghdad

Tehran

Athens

NEA:RTM: 10-31-44.

STANDARD FORM NO. 64

Office Memorandum · UNITED STATES GOVERNMENT

DATE: October 28, 1944

TO : SE: CWCannon

FROM : TS: HNHoward

Copy sent to Kirk SE/EH:VAW 11-2-44

SUBJECT: T-532. The Conventions Regulating the Turkish Straits: A Comparative Chart (With Appendix of Treaties, 1774-1936).

Herewit h is enclosed a memorandum concerning the Conventions regulating the Turkish Straits, giving basi c conventions and a comparative chart, 1840-1936, which, it is thought, might prove useful in the files of various missions abroad, as follows:

Rome ✓
Mr. Black has a copy for Sofia
Copies are being placed in the volumes of documents now being assembled for Bucharest and Budapest.

A copy of this memorandum is already being made available for your own files.

Harry N. Howard

JWJ

DEPARTMENT OF STATE

DIVISION OF EUROPEAN AFFAIRS

EUR:

November 10, 1944

The attached copy is for Rome. Shall I send it on to JWJ.

RWM

November 10, 1944

RESTRICTED

No. 63

To the

United States Representative on the

Advisory Council for Italy,

Rome.

The Secretary of State transmits herewith for the reference files of the office of the United States Representative on the Advisory Council for Italy, a copy of a memorandum concerning the conventions regulating the Turkish Straits.

Enclosure:
Copy Document T-632 (copy No.39)

SE:EH:vaw
11-7-44

RESTRICTED

NOV 8 1944 P.M.

767.68119/11-1044

CSI

November 15, 1944

CONFIDENTIAL

No. 67

To the

United States Representative on the

Advisory Council for Italy,

Rome.

The Secretary of State transmits for the reference files of the office of the United States Representative on the Advisory Council for Italy, copy No. 19 of confidential document T-539 of November 2, 1944 on the Montreux Convention of the Straits (1936).

Enclosure:
1. Copy 19 of Confidential Document T-539.

14 1944

DE:EH:vaw
11-11-44

TS

CONFIDENTIAL

767.68119/11-1544 ES

767.68119/11-1544

November 18, 1944

CONFIDENTIAL

520

To the

Officer in charge of the American Mission,

Ankara.

The Secretary of State encloses for the information of the Officer in charge Document No. T-539 of November 2, 1944, entitled "The Montreux Convention of the Straits (1936)" prepared by the Division of Territorial Studies of the Department. Any comment on this document which the Officer in charge might care to make will be received with interest by the Department.

Enclosure:

Document entitled "The Montreux Convention of the Straits (1936)".

S/CM
NOV 17 1944

NEA:RTM:GH 11-13-44.

GPM

A true copy of the signed original.

Unit
nal. 1946
Rev. 1946
Cat. 5-H-1
Dist.

767.68119/11-1844 EG

767.68119/11-1844

11-13-44.

Same instruction and enclosure to:

Istanbul

Izmir

Cairo

Athens

Beirut

Baghdad

Tehran

767.68119/11-2044

CROSS-REFERENCE FILE

NOTE

SUBJECT

Letter from Foreign Office regarding proposed declaration by the Turkish Government concerning the liberation of the Aegean and the opening of the Straits.

vl

For the original paper from which reference is taken

See Tel.#10165
(Despatch, telegram, instruction, letter, etc.)

Dated Nov.20,1944 From Great Britain

File No. 740.0011 E.W./11-2044

U. S. GOVERNMENT PRINTING OFFICE 1—1540

767.68119/11-2044 CS/HS

Confidential File

9-1

STANDARD FORM NO. 64

Office Memorandum · UNITED STATES GOVERNMENT

DATE: 11/21/44

TO : NE: G. L. Jones, Jr.

FROM : TS: P. W. Ireland

SUBJECT:

DEPARTMENT OF STATE
RECEIVED
NOV 21 1944
DIVISION OF
COMMUNICATIONS AND RECORDS

Herewith are two copies of a memorandum by Mr. Howard of this Division, prepared at your suggestion.

PWI

OFFICE OF EUROPEAN AFFAIRS
DISTRIBUTION
NOV 23 1944
OFFICE
DEPARTMENT OF STATE

DEPARTMENT OF STATE
JoEE
NOV 21 1944
DIVISION OF
NEAR EASTERN AFFAIRS

TS:PWI:FL

FILED
NOV 28 1944

STANDARD FORM NO. 64

9-1

DCR

Office Memorandum • UNITED STATES GOVERNMENT

TO : NE:G. L. Jones, Jr.
EE:C. E. Bohlen

DATE: November 20, 1944

FROM : TS: Harry N. Howard

DEPARTMENT OF STATE
RECEIVED
DIVISION OF
COMMUNICATIONS AND RECORDS

copy returned in NE file

SUBJECT: Passage of Warships through the Turkish Straits into the Black Sea

1. In time of war, Turkey being non-belligerent, according to Article 19 of the Montreux Convention, belligerent warships may pass through the Straits only under two conditions:

   (a) When acting in accordance with the collective security provisions of the Covenant of the League of Nations; or

   (b) When acting in virtue of a treaty of mutual assistance binding Turkey, concluded within the framework of the Covenant of the League of Nations.

2. There are, therefore, only <u>two</u> ways by which the object of sending warships through the Straits, if desired, may be achieved within the framework of the Montreux Convention:

   (a) <u>Turkey may declare war on Germany</u>. If Turkey declares war, the passage of warships through the Straits is "left entirely to the discretion of the Turkish Government." (Article 20)

   (b) <u>Turkey may declare itself "threatened with imminent danger of war"</u>. If Turkey declares itself under threat of war, the Turkish Government has the same discretionary powers as to the passage of warships as it has when an actual belligerent. If Turkey makes use of its discretionary powers, however, it is to notify both the signatories of the Montreux Convention and the Secretary-General of the League of Nations. In the absence of a disapproval by a two-thirds majority of the Council of the League of Nations, and of a similar disapproval by a majority of the signatories of the Convention, Turkey has a legal right to exercise its discretionary powers. (Article 21)

[redacted]

TS:HNH:DSH

WL

757.0811/11-2044

EMBASSY OF THE
UNITED STATES OF AMERICA

1944 DEC 5 AM 11 28

Athens, Greece,
November 24, 1944.

RESTRICTED.

No. 292.

Subject: Principal Treaties and Conventions with respect to the Problem of the Turkish Straits.

The Honcrable
The Secretary of State,
Washington.

Sir:

I have the honor to acknowledge the receipt of the Department's unnumbered instruction of November 4, 1944, with its enclosure, a copy of a paper prepared by the Division of Territorial Studies of the Department, entitled "Principal Treaties and Conventions with respect to the problem of the Turkish Straits.

I have found the document mentioned to be extremely interesting and quite pertinent from the historical point of view at the present time. Its value is greatly enhanced by the annexed "Comparative Chart".

Respectfully yours,

Lincoln MacVeagh

Lincoln MacVeagh

Sent in original and hectograph to the Department.

File No. 815.
WB/ime.

RECTO SENT TO DCR/O

767.68119/11-3044

CROSS-REFERENCE FILE

NOTE

SUBJECT Proposed declaration by the Turkish Government concerning the liberation of the Aegean and the opening of the Straits.

For the original paper from which reference is taken

See Tel. #1114
(Despatch, telegram, instruction, letter, etc.)

Dated Nov. 30, 1944 From/To Turkey (Ankara)

File No. 740.0011 E.W./11-2044

U. S. GOVERNMENT PRINTING OFFICE 1—1540

767.68119/11-3044

Confidential File

Central File: Decimal File 767.68119, Political Relations Of States, Relations; Bi-Lateral Treaties., Political., War. Peace. Friendship. Alliance. Non-Aggression., Turkey And Greece, Termination Of War. Mediation. Armistice., April 3, 1940 - Nov. 30, 1944. April 3, 1940 - November 30, 1944. MS Turkey, Greece, and the Balkan States: Records of the U.S. Department of State, 1930-1944: Records of the Department of State Relating to Political Relations of Turkey, Greece, and the Balkan States, 1940-1944. National Archives (United States). Archives Unbound, link.gale.com%2Fapps%2Fdoc%2FSC5111395379%2FGDSC%3Fu%3Domni%26sid%3Dbookmark-GDSC. Accessed 23 June 2025.